

FRICK MAY BACK FEDERAL LEAGUE

"Pittsburgh Millionaire" Ready
to Put His Money in New
Organization.

GILMORE THREATENS WAR

Will Fight Attempt of Organized
Ball to Take His
Players.

Chicago, Ill., March 2.—President Gilmore, of the Federal League, announced to-night that a "Pittsburgh millionaire" had decided to become backer of the club in his town. Stories that Henry C. Frick, of Pittsburgh, had seriously contemplated taking an active part in the national game, have been current for some time, and though Gilmore would not say Mr. Frick was the man, followers of the game here believe he is the one.

The announcement was made after a conversation over a long distance between Gilmore and Frick. Frick, of Pittsburgh, in the latter is said to have promised that the deal would be closed on Thursday, New York.

The telephone conversation led President Gilmore to declare that any attempt to organize ball to sign players already signed by the Federals would be the beginning of a war that would threaten the foundations of the organized game. This statement was made in answer to questions concerning the reported defection of Pitcher Blanton, who, it is said, finally had agreed to join the Cleveland team, despite his contract with the Federals.

It leaked out this afternoon that Tom Seaton, the pitcher last year with Philadelphia, would be back to the Federals. It was understood that the Brooklyn club was to get Seaton, but the allotment on Saturday gave him to the Tinkers club.

Ground will be broken for the local Federal League plant on Wednesday, President Gilmore said today. Mayor Harrison had agreed to turn the first spade of dirt if his health permitted. The contractors who bid for the privilege of building the stand all agreed to have it finished by April 21, by which time the Chicago club will have finished its opening series at Kansas City, Indianapolis and St. Louis, and will be ready to play its first home game.

Much disappointment was shown by the Federal managers, who had learned that Christy Mathewson had signed a contract with the Giants, and had not waited for their offer of \$50,000 for three years, made to-day in a telegram by President Gilmore. Mathewson was wanted to manage the team, and the Brooklyn team. Efforts will be made to get Sam Crawford for the job, but President Gilmore intimates that if neither Jones, former manager of the Chicago Americans, might be made an offer.

The Kansas City team of the Federal League has practically engaged Levenson, of the St. Louis Americans, it was learned. Levenson is with the world's tourists.

DOCTOR ROLLER TAKES EACH IN STRAIGHT FALLS

Shad Link No Trouble for Seattle
Physician—Turner Grapples
Kilonis.

Dr. R. F. Roller had little trouble in disposing of Shad Link, of Baltimore, in the City Auditorium last night before an audience which comfortably filled the auditorium. Roller clearly demonstrated that he is a master of the mat game, and achieved victory in two straight falls. In the preliminary event, a thirty-minute go between Joe Turner and John Kilonis, no fall resulted. Bull Montana, who was to have come on with Turner in a third match, failed to reach Richmond because all trains from the North were stalled.

That Dr. Roller won his audience and held it through the hour that he worked on his Baltimore antagonist, goes without saying. Clearly of limit with every muscle well developed, he brought into play all of the tricks of the game for which he has become famous. Link was probably overweight, and his younger and more agile opponent simply played with him for forty minutes.

Link came out of one held just to fall into another. After much struggling, during which the doctor was looking for an opening, he nailed his man with a head lock and body scissors. The audience that followed clearly showed the favorite.

The second and deciding fall came after eighteen minutes of work on the part of the Seattle wrestler. He man-handled Link and shot him across the mat almost at will, making his shoulders to the mat with an armlock and leg scissor.

Turner and Kilonis gave an exhibition of clever and fast tumbling, and during the thirty minutes they were on the mat neither had any advantage. Roller will probably wrestle here again next Tuesday night. He is in great demand throughout Virginia and the South, but if he can arrange his dates satisfactorily he will return here, John Kilonis, after watching his work with Link, made the statement to the audience that he was willing to water some real money. Dr. Roller couldn't throw him twice in a half-hour. Roller evidently thought the challenge a joke, but the husky Greek meant every word of it.

In the dressing-rooms after the match the Kilonis challenge to Roller was the chief topic of conversation. As Joe Turner, hearing of the Kilonis challenge, offered to fight him, Roller couldn't throw him twice in a half-hour. Roller evidently thought the challenge a joke, but the husky Greek meant every word of it.

It is not a very comfortable if Dr. Roller is able to return here, that he will have to dispose of the two middleweights in a handicap when he comes back to Richmond, promising to give to those who attend his now famous lecture on physical culture and what it means to the race as a whole.

WELCHER REMAINS WITH ROANOKE CLUB

Laval Wanted, but Not at Price.
Baldwin Signs With
Athletics.

[Special to The Times-Dispatch.]
Roanoke, Va., March 2.—In spite of the reports circulated to the contrary, Catcher Welch will play with the Roanoke team this season, and his signed contract has been returned to him. Said President Elliott, of the Roanoke Association, today.

President Elliott admitted that he would like to have Outfielder Laval, of the Richmond club, as manager for the "Tigers" for this season, but said that he would not pay the price asked by Richmond, and that all negotiations relative to the purchase of the player were off.

It has been learned here that Herbert Baldwin, a nephew of W. G. Baldwin, of this city, who played last year with the Bluefield club in the Bluefield League, has signed a contract to play with Connie Mack's Athletics. Young Baldwin, of Richmond, who has been signed by Norfolk, in the Virginia League.

The price asked for Laval was \$10,000, according to the Times-Dispatch.

WILDING BESTS GORDON LOWE

Monte Carlo, March 2.—Anthony F. Wilding defeated Gordon Lowe in the final of the International Lawn Tennis championship singles to-day.

In the final match of the ladies' singles, Mrs. Lambert Chambers, of England, defeated Miss Ryan, the American representative.

Catarrh Remedy That is Reliable

Stops Gathering in Eyes,
Nose, Throat and
Lungs.

It is definitely known that catarrh may be cured by the simple process of inoculating the blood with antitoxic remedies that stop inflammatory conditions throughout the system. Links of all the organs of the body. This is done with the famous, widely known, S. S. S. It is taken into the blood just as naturally as the most palatable food. It spreads its influence over every organ in the body. S. S. S. cleans the stomach of mucous accumulations, enables only pure, blood-making materials to enter the intestines, combines with these food elements to enter the circulation, and in less than an hour is at work throughout the body in the process of purification.

The medicinal components of S. S. S. are relatively just as essential to well-balanced health as the nutritive properties of the grains, meats, sugars and fats of foods. Any local irritating influence in the blood is rejected by the tissue cells and eliminated by reason of the stimulating influence of S. S. S.

You will find S. S. S. on sale at all drug stores. Insist upon S. S. S. It is a remarkable remedy for any and all blood affections, such as eczema, rash, lupus, tetter, psoriasis, boils, and all other diseased conditions of the blood. For special advice on any blood disease, write in confidence to The Swift Specific Co., 321 Swift Bldg., Atlanta, Ga. Do not delay to get a bottle of S. S. S. of your druggist.

TWO NEW RECORDS MADE AT GARDEN

Figures for Two-Mile Walk and
Thousand-Yard Run Are
Lowered.

New York, March 2.—New records were set up for the two-mile walk and the thousand-yard run, and other notable performances featured the A. A. U. national championship events in Madison Square Garden to-night, despite the absence of "Ted" Meredith, Drew and Lippincott Olympic stars, who were prevented from reaching New York by the tie-up in transportation.

In the seventy-five-yard dash Meyer, of the Irish-American A. C. equaled the time made by Drew last year, 7.2-5 seconds.

Abel Kiviat, 1 A. A. C., set the new A. A. U. mark of 2:15 2-5 for the 1,000-yard run.

Mat McDonald took the twenty-four-pound shot-put with thirty-seven feet, seven inches. He also won the fifty-six-pound shot-put, with a throw of fifteen feet nine and one-eighth inches.

In the two-mile walk, Richard F. Kemer, 1 A. C., won the district of 14:21 1-5, a new championship record.

Tom Halpin set a new indoor figure in the six-yard run, when he speared the field and finished in 1:12 2-5. Kiviat was ten yards behind and Mel Sheppard a good third.

Another indoor record was set by Alvin Meyer, when he captured the 500-yard run in 1:40 2-5.

The two-mile run furnished a surprise, when Harry Smith, of the Bronx Church House, ran a time of 15:00, a margin of half a minute over the winner, who finished in 15:30, the fastest time ever made in the race.


The Irish-American A. C. won the trophy by an overwhelming majority.

Races

First race—four mile—Hester, 36 (Neylon), 4 to 1, 4 to 1 and 4 to 1. Adolphe, 19 (Merrill), 5 to 1, 5 to 1 and 5 to 1. Second race—three mile—Hester, 12 to 1, 12 to 1 and 12 to 1. Third race—1,400 yds. Angie D., 10 to 1, 10 to 1 and 10 to 1. Fourth race—1,400 yds. Angie D., 10 to 1, 10 to 1 and 10 to 1. Fifth race—1,400 yds. Angie D., 10 to 1, 10 to 1 and 10 to 1. Sixth race—1,400 yds. Angie D., 10 to 1, 10 to 1 and 10 to 1. Seventh race—1,400 yds. Angie D., 10 to 1, 10 to 1 and 10 to 1. Eighth race—1,400 yds. Angie D., 10 to 1, 10 to 1 and 10 to 1. Ninth race—1,400 yds. Angie D., 10 to 1, 10 to 1 and 10 to 1. Tenth race—1,400 yds. Angie D., 10 to 1, 10 to 1 and 10 to 1.

Outline Plans FOR OLYMPIC FUND

New York, March 2.—Plans for the collection of a large American Olympic fund for 1916, were outlined here to-day at a conference between President James M. Sullivan, of the A. A. U., and Dr. J. H. Sullivan, of the A. A. U. It was de-



This monogram stands
for all you can ask
in a motor car

"Sixes" vs. "Fours"

DURING the past few weeks big newspaper space has been used for the purpose of defending the high-priced four-cylinder car. We are not surprised. Any four-cylinder car selling for more than \$1800 certainly needs defense.

Whenever a tight shoe pinches, the wearer makes a wry face. And high-priced, four-cylinder shoes are pinching a number of feet pretty hard this season.

Let us examine the real situation of "Six" vs. "Four."

Three years ago there were eleven builders of "Sixes" in the United States. Last year twenty-five companies produced "Sixes." In 1914 thirty-seven of the forty-two leading manufacturers of motor cars build "Sixes."

Can such development be due to a fad or whim, as the builders of high-priced "fours" say?

High Priced Car Builders Found the "Six" Superior

Seven years ago the Pierce-Arrow Motor Car Company built "fours" only—"fours" that were above reproach. Six years ago they added "Sixes" because the "Six" was demanded by those who wanted the utmost in a motor car. For five years the Pierce-Arrow has been building "Sixes" only. Not because the Pierce-Arrow "four" was not good, but because the "Six" was proved better.

For years the Packard Motor Car Company built only "fours." To-day Packard cars are built in "Sixes" exclusively. Not because the Packard "four" was not good; for there were no better "fours." But because Packard engineers and Packard owners found the "Six" mechanically superior to the "four"—and the Packard Company had the courage to build the car which was proved best.

The Peerless Company abandoned "fours" for "Sixes" exclusively, because those who paid Peerless prices demanded the superior smoothness, flexibility and silence of the "Six."

Seven years ago the Winton Company predicted the growth and popularity of the "Six." Since 1908 Winton cars have been built in "Sixes" only, because Winton found the "Six" superior to the "four."

Public Demand Forced the Development of the "Six"

The admitted mechanical superiority of the "Six" over the "four" and the demand for this superiority on the part of those who are willing to pay any price for motor car luxury, forced these builders of high-priced cars into the six-cylinder field.

Practically all successful builders of "fours," such as Locomobile, Packard, Pierce-Arrow, Stevens-Duryea, Winton, Peerless, Buick, Hudson, Oldsmobile, Marmon, White, Studebaker and Oakland have been forced into the six-cylinder field.

None of these companies changed their designs or spent thousands and thousands of dollars for new machinery and to market new types of cars just to satisfy a whim.

Through sheer merit the "Six" has conquered. Practically every well known company this year building a car of \$1250 or over, except one, builds "Sixes."

Is it possible that all of these admittedly successful companies are wrong? Isn't it logical to suppose that the majority is right?

Is it reasonable to suppose that the one company which dissents should be right against such overwhelming evidence?

Pretty nearly all present owners of "Sixes" have at some time been owners of "fours." Ask them which is the better car—"Six" or "four." Did you ever know of a driver of a "Six" to go back to a "four" of equal price?

Drivers of "Sixes" will tell you that there is something inherent in a "Six" that makes it better than a "four," just as there is something inherent in a thoroughbred that makes him better than a horse of common blood.

Outside of the companies that have overpriced "fours" to sell the little talk there is against the "Six" comes from people who never rode in a "Six." To all such we say—ride so or too miles in any good "Six," not only the Chalmers, but any good "Six." Until you have made such a test reserve judgment. We have no doubt of your judgment if you will only take the ride.

Don't Buy a Near "Six" When You Can Get a Real "Six"

The best known builder of high-priced "fours" this year admits the superiority of the "Six" by using a mechanism which is claimed will give to the "four" some of the recognized superior qualities of the "Six." How consistent of those with "fours" to sell, to deary "Sixes" in one breath and in the next tell you they have a device that makes a "Six" of their car—nearly! The superiority of a "Six" over a "four" exists in the motor—and can be obtained only through the motor. It can't be obtained through the transmission or rear axle.

The last resort of the four-cylinder advocate is that the "four" is more economical than the "Six."

Positively, it is not.

It costs less to drive a Chalmers Master "Six" 5,000 or 20,000 miles than to drive a "four" of equal size and power the same distance. We have had in the Chalmers factory every well known "four" of \$1800 or over. We have run them side by side with the Chalmers "Sixes," and here is what we have learned:

Because of its steady, uninterrupted flow of power the "Six" is easier on tires and easier on every moving part than a "four."

The most prominent "four" in the same price class as the Chalmers "Six" has less power and weighs more. In the Chalmers the labor of moving that weight is divided among six cylinders; in the "four" each cylinder does more work because of the greater weight carried by four cylinders. Don't you see that in the "four" each cylinder must be doing more work all the time?

In other words, the four-cylinder motor is forced to work at full capacity more of the time than the "Six." It is always working harder than the "Six"—and that means shorter life.

But a "Six" burns more gasoline," say four-cylinder builders.

Again we say, that is not true.

For any considerable distance the Chalmers Master "Six" can be run on as little gasoline as any "four" of equal motor displacement and with equal car size. This is not merely an advertising claim. We have proved this by actual tests.

Power and Performance Considered, "Six" is More Economical Than "Four"

The fallacious statement that the "Six" burns more gasoline than a "four" originated in the fact that in the past four-cylinder cars were compared with six-cylinder cars of nearly twice as much power. Compared on an equal footing, as to power and car size, the economy argument is all in favor of the "Six."

While six-cylinder builders are working toward greater fuel economy all the time, builders of "fours" are going the other way. The Chalmers Master "Six," for instance, has only a 4-inch bore and a 5 1/2-inch stroke. A few years ago six-cylinder cars of equal power had bores of 4 1/2-inch to 6-inch. In the Chalmers Master "Light Six," which sells for \$1800, the motor is even smaller—only 3 1/2-inch bore. Yet this motor has developed 53 h. p. All engineers admit that small bore and long stroke make for greater fuel economy. So builders of "Sixes" are at least on the right track.

Four-cylinder designers, on the other hand, are forced constantly to increase the size of their mo-

tors to get enough power adequately to handle cars of increasingly greater weight.

The high-priced "four" grows each season to be more extravagant in fuel; while the well-built "Six" becomes more economical.

A leading builder of high priced "fours" is now announcing through the newspapers that he "has no intention of building a Six." We believe this must be a welcome announcement to a great many intending buyers who had already finally made up their minds to buy a "Six" and had, perhaps, been wondering whether this particular manufacturer would build one.

Now they have only to pick out the best "Six." They need no longer hesitate, anticipating that this particular builder "may produce a Six." Such statements of policy do much to clarify the public understanding of the motor car situation.

Chalmers Policy is to Build Best Cars Possible at Chalmers Prices

As in the past, our policy shall always be to build the most efficient, most up-to-date quality cars to sell at medium prices. We shall change the design of Chalmers cars whenever adherence to that policy shall make changes necessary.

We are proud of the changes we have made in Chalmers cars. For all progress is change. To keep pace with the advance of science it is necessary to change. Every change we have ever made has given our customers higher value, more comfort, greater safety and more beauty in Chalmers cars.

We always build the best cars human ingenuity, painstaking workmanship and fine materials can produce to sell at Chalmers prices. We introduce new and good things as they are discovered and proved worth while.

It is in pursuance of this policy of advancement that, having proved the "Six" superior to the "four," we are concentrating the production of Chalmers factory on "Sixes."

We predict that within two years all cars selling above \$1500 will be "Sixes." Even those who now deary the "Six" will be building "Sixes" within two years or building a "four" at a great reduction from their present prices.

Cars selling above \$1500 belong to the six-cylinder field as much as the cars selling below \$1000 belong to the four-cylinder field.

It is just as impossible to stop the trend toward six-cylinder cars as it would be to dam the Niagara Falls. One builder of "fours" in the \$2000 class claims more sales for his car than all makes of "Sixes" combined. This is positively exaggeration.

There are better sold to-day three times as many "Sixes" as "fours" at \$1500 or over. Crying against the "Six" won't stop it—it only increases the desire for an investigation and a comparison of the relative merits of "fours" and "Sixes." That is all that we as manufacturers of "Sixes" ask.

When You Buy a "Six" You Get the Newest Style and Best Investment

Why sink money in a car already out of style and bound to become more so each day? When you buy a "Six" you buy on a rising market. When you buy a "four" you buy on a declining market. Our proposition is simple. We say, ride in "fours" and ride in "Sixes." Ask your friends who have "Sixes" if they would go back to "fours." We are sure you will want a "Six" after making such a test.

And having reached that conclusion, we ask you to then take the Chalmers Road Test. After this we are sure your purchase will be a Chalmers Master "Six." We invite comparison, with even the highest priced cars.

Any Chalmers dealer will give you the Chalmers Standard Road Test. It is proof positive of every claim we make. Judged by the measure of this rigid test, we know that no car within \$500 of the Chalmers price can even approach the "Master Six" in power, quietness, absence of vibration, flexibility, comfort, beauty, convenience and luxury. That is a sweeping claim. But it will cost you nothing to prove to yourself that we are right. Don't buy any car until you have done yourself and us the justice of investigating the Chalmers Master "Sixes."

Chalmers Master "Six," 5-passenger body... \$2175
Chalmers Master "Six," 4-passenger body... 2175
Chalmers Master "Six," roadster body... 2175
Chalmers Master "Six," 6-passenger body... 2275
Chalmers Master Light "Six," 5-passenger body... 1800

Chalmers Motor Company

EASTERN MOTOR SALES CORPORATION,

Monroe 2666

920 West Broad Street

R. B. ALLPORT, Manager

YELLOW JACKETS WANT PRACTICE

Baseball Squad Kept Indoors Because of Weather—All Are Anxious to Get Out.

[Special to The Times-Dispatch.]
Ashland, Va., March 2.—The cold weather has kept the Yellow Jacket baseball aggregation from getting out into the open and loosening up stiff joints. With the first game just two weeks off, the team is considerably handicapped. Besides the cold weather affecting the men, it has kept the ground frozen and it will take several days for it to thaw out and dry.

The men are all anxious to get out as soon as possible, and all indications point to a record-breaking number of candidates. Coach Reiss had hoped to start practice today, but the cold weather again delayed his plans.

Both of last year's pitchers failed to return to college last fall, and there will be a lively battle for this job among the many hopefuls. There are six men who have shown their ability in the box on previous occasions. They are Marston, who was the Yellow Jackets' mainstay in 1912; Blount and Moore, two of last year's second-string men; Compton and Jackson, who played class ball last season and developed during the summer, and White,

SPIDERS EXPECT TO WIN TROPHY

The basketball teams of William and Mary College and Richmond College will clash at the Howitzers' Armory to-morrow night in what promises to be the deciding game of the championship series. The spiders are in trim for their work, and they mean the hard to win, if they lose, they lose.

To-morrow morning Coach Dobson will address the student body on basketball, and reports state that the alumni of the institution will attend in a body to lend cheer to the five who will go into the championship game.

The Richmond League, under Amateur Baseball Commission, held a very important meeting last night at Howell Brothers' store, and every member of the league was represented. The managers re-elected R. J. Crowder as president, and Morris Cosby secretary.

Mr. Kelly was allowed to take the franchise held by the American Clothing Co., and will manage the Moses May team this season.

The following managers were present: Mr. Orange, of Portners; Mr. Chapell, of Cherry Smash; Mr. Kelly, of Walk-Over Shoe Co.; Mr. Kender, of Burk & Co.; Mr. Morris, of Kingan & Co.; Mr. Donnelly, of A. A. Adkins & Co.

President Crowder appointed Messrs. Kelly, Orange and Morris on the rules committee.

The Richmond League adopted the Goldsmith ball for the season 1914, and from the outlook this will be the best season of the Richmond League, under the Amateur Baseball Commission.

FOR THOSE GOING SOUTH, Straw Hats \$2.00 and \$3.00 All Advance Spring Styles. KAHN'S OF RICHMOND. "The Foggy Shop," 713 E. Broad St.

Tyler's
Odd lot Suits and Overcoats,
\$9.75.
Values to \$20.00.

RICHMOND LEAGUE IS READY TO START

Officers Elected and Plans Discussed—New Team Is Admitted to Circuit.

The Richmond League, under Amateur Baseball Commission, held a very important meeting last night at Howell Brothers' store, and every member of the league was represented. The managers re-elected R. J. Crowder as president, and Morris Cosby secretary.

Mr. Kelly was allowed to take the franchise held by the American Clothing Co., and will manage the Moses May team this season.

The following managers were present: Mr. Orange, of Portners; Mr. Chapell, of Cherry Smash; Mr. Kelly, of Walk-Over Shoe Co.; Mr. Kender, of Burk & Co.; Mr. Morris, of Kingan & Co.; Mr. Donnelly, of A. A. Adkins & Co.

President Crowder appointed Messrs. Kelly, Orange and Morris on the rules committee.

The Richmond League adopted the Goldsmith ball for the season 1914, and from the outlook this will be the best season of the Richmond League, under the Amateur Baseball Commission.

SPIDERS EXPECT TO WIN TROPHY

The basketball teams of William and Mary College and Richmond College will clash at the Howitzers' Armory to-morrow night in what promises to be the deciding game of the championship series. The spiders are in trim for their work, and they mean the hard to win, if they lose, they lose.

To-morrow morning Coach Dobson will address the student body on basketball, and reports state that the alumni of the institution will attend in a body to lend cheer to the five who will go into the championship game.

The Richmond League, under Amateur Baseball Commission, held a very important meeting last night at Howell Brothers' store, and every member of the league was represented. The managers re-elected R. J. Crowder as president, and Morris Cosby secretary.

Mr. Kelly was allowed to take the franchise held by the American Clothing Co., and will manage the Moses May team this season.

The following managers were present: Mr. Orange, of Portners; Mr. Chapell, of Cherry Smash; Mr. Kelly, of Walk-Over Shoe Co.; Mr. Kender, of Burk & Co.; Mr. Morris, of Kingan & Co.; Mr. Donnelly, of A. A. Adkins & Co.

President Crowder appointed Messrs. Kelly, Orange and Morris on the rules committee.

The Richmond League adopted the Goldsmith ball for the season 1914, and from the outlook this will be the best season of the Richmond League, under the Amateur Baseball Commission.

Grayce Scott
Every Night
8:20
George M. Cohen's Great Musical Success
"45 Minutes from Broadway"

Grayce Scott
Every Night
8:20
George M. Cohen's Great Musical Success
"45 Minutes from Broadway"

Grayce Scott
Every Night
8:20
George M. Cohen's Great Musical Success
"45 Minutes from Broadway"

Grayce Scott
Every Night
8:20
George M. Cohen's Great Musical Success
"45 Minutes from Broadway"

Grayce Scott
Every Night
8:20
George M. Cohen's Great Musical Success
"45 Minutes from Broadway"

Grayce Scott
Every Night
8:20
George M. Cohen's Great Musical Success
"45 Minutes from Broadway"

Grayce Scott
Every Night
8:20
George M. Cohen's Great Musical Success
"45 Minutes from Broadway"